APPLIED
CIVIL ENGINEERING
INCORPORATED

December 19, 2008

Mr. Robert Peterson, P.E.
Director
Napa County Public Works Department
1195 Third Street, Room 201
Napa, California 94559

Re: Left Turn Lane Exception Request for 4771 Silverado Trail, NCAPN 020-150-004 (P08-00346)

Dear Mr. Peterson:

In May of 2008, Mr. Robert Fisher applied for a use permit to establish a 30,000 gallon per year winery located at 4771 Silverado Trail in Calistoga, California. The subject parcel is also known as Napa County Assessor's Parcel Number (NCAPN) 020-150-004. The parcel is zoned Agricultural Preserve (AP) which is consistent with the request to construct a winery onsite. The 55.7± acre site currently contains an existing house and farm labor dwelling as well as 40± acres of vineyard. Access to the parcel is via an existing driveway connection off Silverado Trail. See attached Use Permit Site Map prepared by Albion Surveys, Inc. for illustration of existing and proposed site conditions.

The modest winery program proposes a maximum production capacity of 30,000 gallons of wine per year and a minimal marketing plan. The production capacity is based on the Fisher's desire to process only their grapes grown on the subject parcel and their property directly across Silverado Trail to the southeast. Their small marketing plan proposes 23 events per year with a maximum of 25 people per event. Daily visitation by appointment has been requested for an average of 5 visitors per day, not to exceed 10 visitors on a peak day or 30 visitors per week. The project also will have two full time and two part time employees. It is our understanding that one full time and one part time employee will reside onsite in the existing residential structures. Please see the enclosed revised "Traffic Information Supporting Calculations" for a detailed breakdown of the existing and proposed traffic counts.

On November 6, 2008, Mr. Fisher received a letter from Erich Kroll in your department requesting additional information and notifying the applicant that the project warranted a left turn lane. Since receiving the letter Jon Webb with Albion Surveys, Inc. met with Erich Kroll and I met with Rich Marshall to discuss the left turn lane requirement. After performing several site visits and meeting with the Public Works staff, we have decided to request an exception to the Napa County Road and Street Standards in regard to the left turn lane requirement. Section 3 of the Napa County Road and Street Standards allows for such exceptions to the

Standards when the exception will "preserve unique features of the natural environment" and "provides the same overall practical effect". Therefore we respectfully request your consideration of an exception to the left turn lane requirement. The remainder of this letter outlines the associated environmental constraints and the proposed mitigation measures that will help provide the same overall practical effect as the Standards.

Environmental Constraints

The current width of Silverado Trail at the project driveway will not accommodate installation of a left turn lane. Therefore installing a left turn lane would require widening of Silverado Trail. Installing the left turn lane and widening Silverado Trail would also require the widening of the existing bridge over Simmons Canyon Creek which is located immediately south of the project driveway. Widening of the bridge to accommodate a left turn lane is problematic for several reasons. First, the location of the existing bridge is challenging due to the fact that immediately after crossing Silverado Trail from east to west, the creek takes a sharp turn to the south. Given the geometry of the creek crossing, widening the bridge to the west to allow for the increased width of Silverado Trail to accommodate a left turn lane would be extremely difficult and would potentially destabilize the westerly bank of the creek in that area leading to erosion and downstream sedimentation. Additionally, the work to widen the bridge would have a negative impact on the riparian habitat in that area due to removal of riparian vegetation along the creek banks.

We have also examined the possibility of widening Silverado Trail to the east to accommodate the left turn lane. This option is more feasible in regards to the alignment of the creek; however, it would require similar removal of riparian vegetation including removal of a large oak tree located immediately adjacent to the existing bridge. Furthermore, the parcel directly across from the project at 4750 Silverado Trail also known as NCAPN 020-350-002 has an existing driveway located just south of the existing bridge. The driveway provides access to the property through an existing gate and masonry wall. The widening of Silverado Trail in an easterly direction to accommodate the left turn lane would encroach on the existing driveway and will jeopardize the safety of ingress and egress for that parcel.

Alternatives

The applicant has considered several driveway layout options to improve sight distance and possibly be able to install a left turn lane without incurring the environmental impacts associated with the bridge at Simmons Creek. Mr. Fisher has approached neighbors about relocating the driveway to the north towards the intersection of Silverado Trail and Pickett Lane but they were not interested in providing an access easement to accommodate this request. We have also evaluated relocating the subject driveway to the south, still on the subject parcel. In this scenario the new driveway entrance would require filling of an existing roadside drainage course, removal of existing vineyard and installation of a new bridge across Simmons Canyon Creek. These new driveway improvements would require removal of riparian vegetation at Simmons Canyon Creek, installation of a new bridge across Simmons Canyon Creek, placement of fill in the FEMA 100 year floodplain and removal of land from agricultural production. It is our opinion that this option is not superior to the previously described scenario from an environmental protection and land use standpoint.

Impact Minimization & Mitigation

We believe that the traffic resulting from the proposed project will have a minimal impact on Silverado Trail. For example, currently, all grapes grown onsite are hauled offsite for processing generating an estimated 4.4 truck trips per day during the harvest season. This practice will be eliminated with the proposed project as all grapes grown onsite will be processed onsite. The remainder of the grapes required to reach the proposed annual production capacity will come from the Fisher's vineyard located directly across Silverado Trail to the southeast from the subject parcel. We estimate that this will reduce truck trips during harvest by four trips per day (see attached Traffic Information Supporting Calculations).

Furthermore, the number of trips generated by employees will be minimized since one full time and one part time employee will reside onsite. This will essentially result in no net increase in the number of peak hour trips due to the winery employees because two of the existing onsite residents will no longer have to leave the property to drive to work. The trips eliminated by those two residents / employees will offset the trips due to the one full time and one part time employee that will be coming to the winery from offsite.

Finally, the traffic impacts due to daily visitors and marketing events will be mitigated to minimize the impacts on Silverado Trail in several ways. First, the proposed number of daily visitors is very minimal at 30 visitors per week which averages less than five visitors per day. The applicant has also agreed to limit the number of visitors for tours and tastings on any one day to a maximum of ten and furthermore to schedule all appointments to arrive and depart outside of the peak morning and evening commute times. Furthermore, all marketing events are limited to a maximum of 25 guests and will be scheduled during off peak times.

Even with the efforts set forth to minimize traffic impacts we do recognize that the project will result in an overall increase in traffic volume on Silverado Trail. In order to mitigate the requirement for a left turn lane, the project proposes several improvements that will help to achieve the same overall practical effect as the Road and Street Standards to provide for the consideration for life, safety and public welfare. First, we propose to improve the sight distance to the south from the project driveway by implementing an ongoing vegetation management program. Please see the attached before and after photographs demonstrating the improved sight distance to the south after recent vegetation clearing. Secondly, we propose to relocate the existing "Simmons Canyon Creek" sign which will also improve sight distance. Moreover, we recommend that the County consider removing the existing oak tree to the north of the project driveway as it partially impairs long range sight distance to the north. The tree canopy is already compromised to accommodate the overhead power lines and removing the tree would improve sight distance to the north. Finally, we propose to install a deceleration taper to minimize the impact of vehicles slowing down to exit Silverado Trail and turn into the subject driveway from the north.

Summary

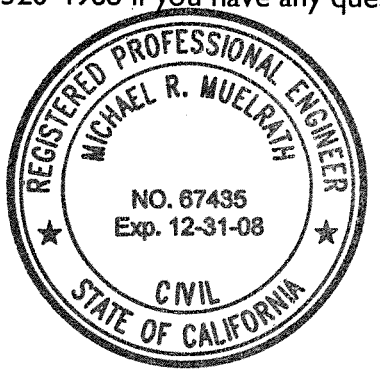
In summary, it is our opinion that the proposed project has been planned with significant consideration to minimizing and mitigating traffic impacts. That, along with the environmental concerns related to installing a left turn lane justifies an exception to the Napa County Road and Street Standards. We also believe that the proposed improvements of vegetation management, sign relocation, tree removal and installation of a deceleration taper will help achieve the same overall practical effect as the Napa County Road and Street Standards while avoiding the undue environmental damage associated with installing a left turn lane.

We look forward to hearing from a representative from your department to discuss this request. Please contact me at (707) 320-4968 if you have any questions.

Sincerely,

Michael R. Muelrath

Michael R. Muelrath, P.E.
Principal



Enclosures:
- Traffic Information Worksheet and Supporting Calculations
- Photograph Exhibit
- Use Permit Map prepared by Albion Surveys, Inc.

Copy:
- Robert Fisher
- Jon Webb
- John McDowell

TRAFFIC INFORMATION

Project Trip Generation							
	Personnel / Visitors				Vehicle Trips		
	Operations Daily M – F	Marketing Events Minimum Weekends	Maximum		Operations Daily M – F	Marketing Events Minimum Weekends	Maximum
Operating Hours	7-5	12-4	6-11:30				
Employees				Employee Trips			
Full-Time	1	1	1	Full-Time	2.1	2	2
Seasonal Peak	1	1	1	Seasonal Peak	1.0	2	2
Peak Hours	*	*	*	Peak Hours	2.0	N/A	N/A
Total Employees	4	2	2	Total Employee Trips	5.1	4	4
Event Support Staff				Event Support Staff			
Full-Time	N/A	N/A	N/A	Full-Time	N/A	N/A	N/A
Seasonal Peak	N/A	2	2	Seasonal Peak	N/A	4	4
Total Support Staff	N/A	2	2	Total Support Staff Trips	N/A	4	4
Visitors	8	10	25	Visitor Trips	2.6	7.1	17.9
Peak Hours	*	N/A	N/A	Peak Hours	3.5	N/A	N/A
Total Visitors	8	10	25	Total Visitor Trips	7	8	18
				Total Trucks – Deliveries, Shipping, etc. Trips	3	4	8
Grand Total	12	14	29		15	20	34
Provide supporting documentation for trip generation rates				*See supporting			
Submit separate spreadsheets for existing & proposed operations, include a trip generation grand total.				Calculations			

Number of People Onsite					
	Full-Time	Seasonal Peak	Marketing Events	Marketing Events	Marketing Events
No. Employees	2	2	2 Min.	2 Ave.	2 Max.
Support Staff, caterers, clean-up, etc.	N/A	N/A	2 Min.	2 Ave.	2 Max.
Visitors	8		10 Min.	15 Ave.	25 Max.
Residents		N/A	N/A	N/A	N/A
Grand Total	10	2	14	19	29

APPS-Traffic Information

Note: 1 FT & 1 PT employees used in above analysis because the other 1 FT and 1 PT employee will live onsite.

TRAFFIC INFORMATION FOR CALTRANS REVIEW

Application should include:

Project Location

- Site Plan showing all driveway location(s)
- Show detail of Caltrans right-of-way
- Aerial photo at a readable scale

Trip Generation Estimate

- Spreadsheet for winery applications
  - Provide separate spreadsheets for existing and proposed operations

Caltrans Information Sources

- Traffic Impact Study Guide
- 2001 Traffic Volumes on California State Highways
- Highway Design Manual
- Traffic manual

NAPA COUNTY WINERY TRAFFIC GENERATION CHARACTERISTICS

EMPLOYEES:

Half-hour lunch: All - 2 trips/day (1 during weekday PM peak)
Hour lunch: Permanent Full-Time – 3.2 trips/day (1 during weekday PM peak)
Permanent Part-Time – 2 trips/day (1 during weekday PM peak)
Seasonal: 2 trips/day (0 during weekday PM peak)—crush
see full time above—bottling
Auto Occupancy: 1.05 employees/auto

VISITORS:

Auto occupancy: Weekday – 2.6 visitors/auto Weekend – 2.8 visitors/auto
Peaking Factors:
Peak Month: 1.65 x average month
Average Weekend: 0.22 x average month
Average Saturday: 0.53 x average weekend
Peak Saturday: 1.65 x average Saturday
Average Sunday: 0.8 x average Saturday
Peak Sunday: 2.0 x average Sunday
Peak Weekend Hour: Winery (3-4 PM) - 0.57 x total for weekend day involved
Average 5-Day Week (Monday-Friday) - 1.3 x average weekend
Average Weekday: 0.2 x average 5-day week
Peak Weekday Hour: Winery (3-4 PM) - 0.57 x total for weekday involved
Roadway PM Peak(4-5 PM?) - 0.38 x total for weekday involved

SERVICE VEHICLES:

Grapes (36 days (6weeks)/season): 1.52 trips/1000 gals/season (4 ton loads assumed)
Materials/Supplies (250 days/yr): 1.47 trips/1000 gals/yr
Case Goods (250 days/yr): 0.8 trips/1000 gal/yr

APPS-Traffic info/char

TRAFFIC INFORMATION SUPPORTING CALCULATIONS
FOR FISHER WINERY

EXISTING AGRICULTURAL TRAFFIC

Assumptions:

1. The fruit from the existing vineyard is currently harvested and hauled offsite for processing. According to the property owners, a typical load of fruit is about 2 tons since it is harvested in small batches to accommodate differential ripening in different areas in the vineyard. Therefore, we have used 2 trips per load and 2 tons per load. Assume that the trips occur during non-peak times.
2. Assume 4 tons of grapes per acre of vineyard.
3. For trips/day totals including a fraction of a trip, round up to the next whole number of trips/day.

Agricultural Traffic:

$$(40 \text{ Acres of Vineyard}) * \frac{4 \text{ tons of grapes}}{\text{Acre of Vineyard}} * \frac{1 \text{ load}}{2 \text{ ton of grapes}} * \frac{2 \text{ trips}}{\text{load}} * \frac{\text{crush season}}{36 \text{ days}} = 4.4 \text{ trips per day}$$

PROPOSED AVERAGE DAILY TRAFFIC

Assumptions:

1. The project intends to have one full-time employee and one part time employee live in the existing onsite structures. Since, the employees will not have to travel to work, the full-time and part-time employees are listed as 1 in the summary table.
2. Per Napa County Winery Traffic Generation Characteristics, use 2.2 trips/day non-peak and 1.0 trip/day peak for full-time employees with an hour lunch (total 3.2 trips/day).
3. Per Napa County Winery Traffic Generation Characteristics, use 1.0 trips/day non-peak and 1.0 trip/day peak for part-time employees with a half hour lunch (total 2 trips/day).
4. Per Napa County Winery Traffic Generation Characteristics, use 1.05 employees per automobile.
5. Per Napa County Winery Traffic Generation Characteristics, use 2.6 visitors per automobile (for a purpose of this analysis, the use of 2.8 visitors per automobile on weekends was negligible and thus the more conservative number was used).
6. Per Napa County Winery Traffic Generation Characteristics, 57% of visitor traffic occurs during peak hours.
7. For trips/day totals including a fraction of a trip, round up to the next whole number of trips/day.
8. For purposes of this analysis, "seasonal staff" row on the Napa County Traffic Information Form is used for part-time employee information.
9. Per Napa County Winery Traffic Generation Characteristics for service vehicles, assume 1.47 trips/1,000 gallons/year for material supplies and 0.8 trips/1,000 gallons/year for case goods. Assume 2 trips/day for non agricultural deliveries such as FedEx.
10. According to the property owners, a typical load of fruit is about 2 tons since it is harvested in small batches to accommodate differential ripening in different areas in the vineyard. Therefore, we have used 2 trips per load and 2 tons per load. Assume that the trips occur during non-peak times.
11. Assume 4 tons of grapes per acre of vineyard.

Grape Deliveries

The parcel currently contains 40 acres of vineyard.

Total gallons produced from onsite grapes:

$$(40\text{Acres of Vineyard}) * \frac{4 \text{ tons of grapes}}{\text{Acre of Vineyard}} * \frac{165 \text{ gallons of wine}}{\text{ton of grapes}} = 26{,}400 \text{ gallons}$$

Trips generated from offsite grapes:

$$(30{,}000 \text{ gallons} - 26{,}400 \text{ gallons}) * \frac{1 \text{ ton}}{165 \text{ gallons}} * \frac{1 \text{ load}}{2 \text{ tons}} * \frac{2 \text{ trips}}{\text{load}} * \frac{1}{36 \text{ days}} = 0.6 \text{ trips/day}$$

Materials/Supplies Deliveries

Trips generated:

$$\frac{1.47 \text{ trips/1,000 gallons}}{\text{year}} * (30{,}000 \text{ gallons}) * \frac{\text{year}}{250 \text{ days}} = 0.17 \text{ trips/day}$$

Case Goods Deliveries

Trips generated:

$$\frac{0.8 \text{ trips}/1{,}000 \text{ gallons}}{\text{year}} * (30{,}000 \text{ gallons}) * \frac{\text{year}}{250 \text{ days}} = 0.10 \text{ trips/day}$$

Non Agricultural Related Deliveries

Assume 1 delivery per day totaling 2 trips/day

TOTAL DELIVERIES =

0.6 trips/day + 0.17 trips/day + 0.10 trips/day + 2 trips/day **= 3 trips/day**

SUMMARY TABLE:

	Number	No. People/ automobile	Non-peak Trip Generation (trips/day/ automobile)	Peak Trip Generation (trips/day/ automobile	Non-Peak Trips/day	Peak Trips/day
Full-Time Employees	1	1.05	2.2	1	2.1	1.0
Part-Time Employees	1	1.05	1	1	1.0	1.0
Total Employees	4				3.1	2.0
Visitors	8	2.6	2	See Note 5	2.6	3.5
Deliveries	N/A	N/A	SEE ABOVE	SEE ABOVE	3	N/A
				TOTAL	**9**	**6**

MARKETING EVENT TRAFFIC CHARACTERISTICS

Assumptions:

1. Per Napa County Winery Traffic Generation Characteristics, use 2.0 trips/day non-peak for "seasonal" or event staff.
2. Per the proposed marketing plan, all events will occur during non-peak hours.
3. Per Napa County Winery Traffic Generation Characteristics, assume that visitors per automobile are similar to a weekend rate and use 2.8 visitors per automobile.
4. For trips/day totals including a fraction of a trip, round up to the next whole number of trips/day.
5. For purposes of this analysis, "seasonal staff" row on the Napa County Traffic Information Form is used for part-time employee information.
6. During marketing events, assume 1 employee or support staff per automobile and a trip generation of 2 trips/day.

SUMMARY TABLE:

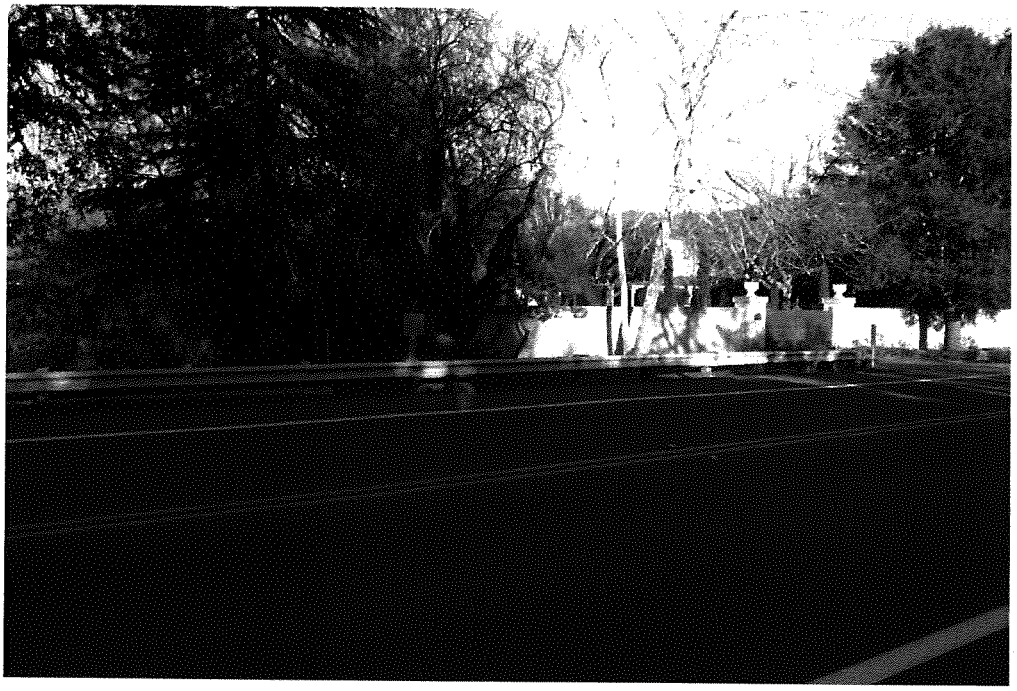
	Minimum Event Number	Maximum Event Number	No. People/ automobile	Trip Generation (trips/day)	Minimum Event Trips/day	Maximum Event Trips/day
Employees	2	2	1	2	4.0	4.0
Support Staff	2	2	1	2	4.0	4.0
Visitors	10	25	2.8	2	7.1	17.9
Deliveries	2	4	N/A	2	4	8
				TOTAL	**20**	**34**

Photograph 1: View to south from existing driveway at Silverado Trail illustrating reduced sight distance due to vegetation (December 16, 2008)

Photograph 2: View to south from existing driveway at Silverado Trail illustrating improved sight distance after vegetation clearing (December 16, 2008)

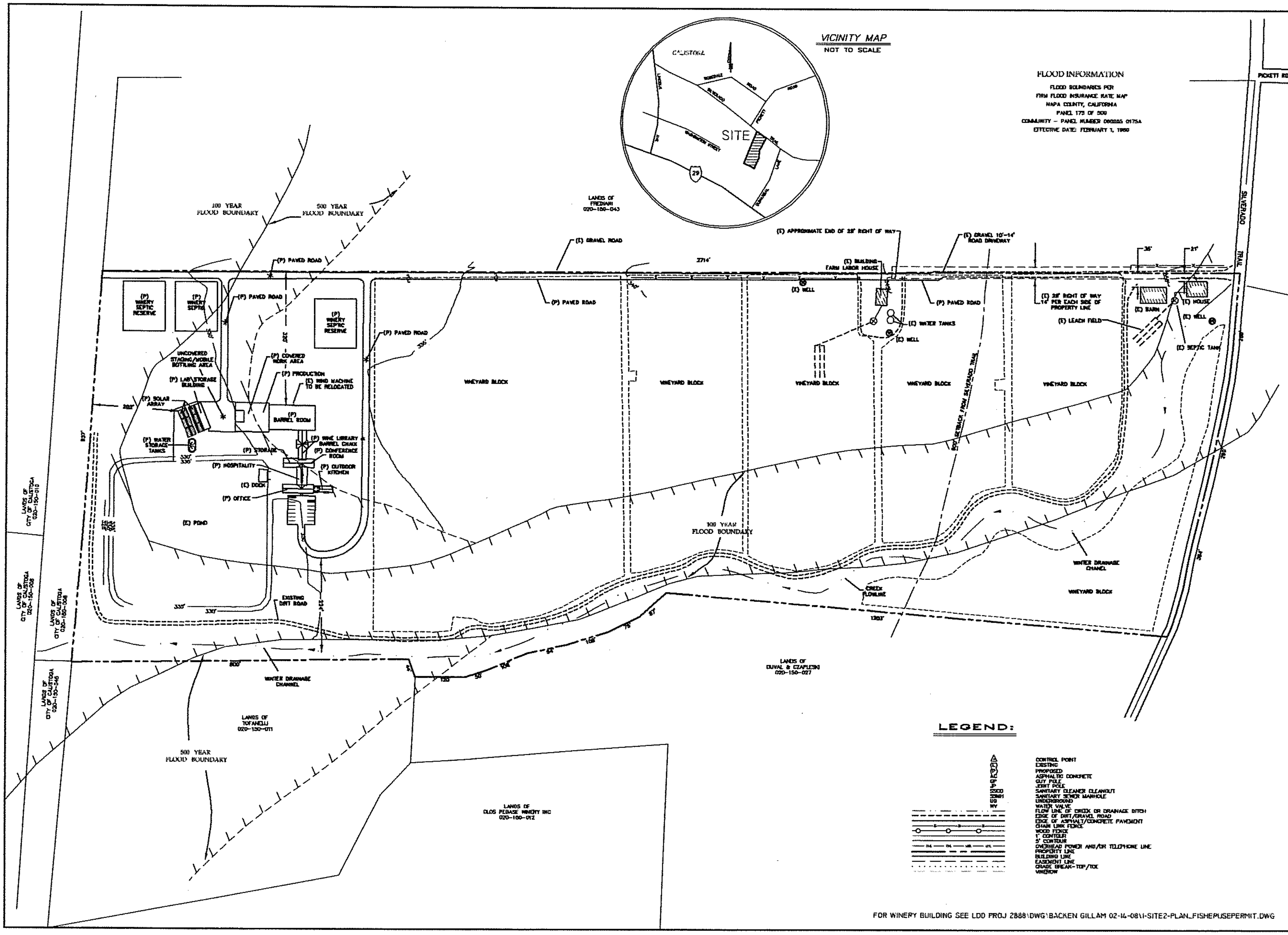
Photograph 3: View to north from existing driveway at Silverado Trail illustrating partially impaired long range sight distance (December 16, 2008)

Photograph 4: View of west side of existing bridge looking downstream illustrating stream geometry and riparian vegetation (December 16, 2008)



Photograph 5: View to southeast from existing driveway at Silverado Trail illustrating proximity of neighbor's gated driveway entrance to Silverado Trail (December 16, 2008)

Photograph 6: View to northeast of east side of existing bridge looking upstream illustrating existing riparian vegetation and a mature oak tree (December 16, 2008)



FOR WINERY BUILDING SEE LDD PROJ 2888\DWG\BACKEN GILLAM 02-14-08\1-SITE2-PLAN_FISHERUSEPERMIT.DWG

ALBION SURVEYS, INC.
CONSULTING LAND SURVEYORS
1113 HUNT AVENUE
ST. HELENA, CA 94574
(707) 963-1217
FAX (707) 963-1829

DRAWING NOTES

[illegible]

SITE INFORMATION

APN: 020-150-004
STREET: SILVERADO TRAIL
CITY: CALISTOGA
SITE CONTACT: ROBERT FISHER
PHONE: 707-539-7611

ARCHITECT

COMPANY: BACKEN & GILLAM
CONTACT: JEANA JAHER
PHONE: 967-1820 OR 967-1824
EMAIL: [illegible]

ENGINEER

COMPANY: APPLIED CIVIL ENGINEERING INC.
CONTACT: JODEE HINTON
PHONE: 320-4992
EMAIL: [illegible]

USE PERMIT MAP

OF A PORTION OF THE LANDS OF

FISHER VINEYARDS & FIV PARTNRES

COUNTY OF NAPA STATE OF CALIFORNIA

REVISIONS & ADDITIONS

DATE: FEBRUARY 18, 2008
FIELD BOOK NO:
PAGE(S):
DRAWN BY: J. CANNON
DATE: MAY 8, 2008
FIELD BOOK NO:
PAGE(S):
DRAWN BY: J. CANNON
DATE:
FIELD BOOK NO:
PAGE(S):
DRAWN BY:

ALBION REFERENCES

PROJECT NO: 2888
ASSOCIATED DWG(S): N/A
PROJECT MANAGER: JON WEBB
ORIGINAL FIELD BOOK NO: 503
DATE: MARCH 3, 2007

SCALE: 1"=100'

VERTICAL DATUM BASED ON NAPA COUNTY
BENCHMARK # 357 ELEVATION 349.01

SHEET 1
LDD PROJECT: 2888

APPLIED
CIVIL ENGINEERING
INCORPORATED

March 27, 2009

Mr. Rick Marshall, P.E.
Principal Transportation Engineer
Napa County Public Works Department
1195 Third Street, Room 201
Napa, California 94559

Re: Left Turn Lane Exception Request for Fisher Winery, 4771 Silverado Trail, Napa County, CA NCAPN 020-150-004 (P08-00346) (W08-01411)

Dear Mr. Marshall:

Thank you for your prompt review and response letter dated December 29, 2008. In your letter you requested additional information pertinent to our request for an exception to the requirement for a left turn lane to serve the proposed Fisher Winery. We offer the following information in response to your comments:

1. The project site plan prepared by Albion Surveys, Inc. has been amended to show the following site features:
    a. Alignment of Simmons Canyon Creek
    b. Area of riparian vegetation along Simmons Canyon Creek that would be affected by widening for a left turn lane
    c. Location of oak trees to north of site that affect site distance
    d. Location of driveway at 4750 Silverado Trail, including gate and wall
    e. Alternate driveway layout alignment that was explored
    f. Configuration of proposed deceleration taper
2. See attached spreadsheets for "before" and "after" comparisons for expected traffic trips.
3. According to Mr. Fisher, the neighbors were not interested in the general concept of allowing the Fishers access across their property. Monetary considerations were not part of the discussion since the dialogue could not progress to that stage.
4. See attached spreadsheet entitled "Traffic Trip Generation Assumptions" for a summary of the assumptions used to generate the traffic information.

2074 West Lincoln Avenue ◆ Napa, CA 94558 ◆ (707) 320-4968 ◆ Fax (707) 320-2395 ◆ www.appliedcivil.com

We trust that the responses above and the enclosed documents adequately address your comments. If you have any further questions or comments, please contact me at (707) 320-4968.

Sincerely,

Michael R. Muelrath

Michael R. Muelrath, P.E.
Principal

Enclosures:

Spreadsheets Outlining Estimates of Daily Traffic Trips
Revised Use Permit Map prepared by Albion Surveys, Inc.

Copy:

Robert Fisher
Jon Webb
John McDowell

Summary of Estimated Daily Traffic Trips

Category	Existing	Proposed		
	Average Day	Average Day	Small Event Day	Larger Event Day
Full Time Employees	0.0	2.0	2.0	2.0
Seasonal Employees	0.0	2.0	2.0	2.0
Event Staff	0.0	0.0	4.0	4.0
Tours and Tastings	0.0	7.7	0.0	0.0
Marketing Events	0.0	0.0	7.7	19.2
Residences (2)	20.0	20.0	20.0	20.0
Grape Deliveries	4.4	0.6	0.6	0.6
General Deliveries	0.0	0.3	4.3	8.3
Grand Total	25	33	41	57

Average Day (Existing Conditions)

Category	People per Day	People per Vehicle	Vehicles per Day	Trips per Vehicle	Peak Rate	Peak Trips	Non-Peak Rate	Non-Peak Trips	Total Daily Trips
FT Employees	0	1	0	2	50%	0.0	50%	0.0	0.0
Seasonal Employees	0	1	0	2	50%	0.0	50%	0.0	0.0
Event Staff	0	1	0	2	50%	0.0	50%	0.0	0.0
Tours and Tastings	0	2.6	0.0	2	57%	0.0	43%	0.0	0.0
Marketing Events	0	2.6	0	2	57%	0.0	43%	0.0	0.0
Residences (2)	n/a	n/a	10	2	10%	2.0	90%	18.0	20.0
Grape Deliveries	n/a	n/a	n/a	n/a	0%	0.0	100%	4.4	4.4
Winery Deliveries	n/a	n/a	0	2	0%	0.0	100%	0.0	0.0
Grand Total	0					2		23	25

Average Day (Proposed Conditions)

Category	People per Day	People per Vehicle	Vehicles per Day	Trips per Vehicle	Peak Rate	Peak Trips	Non-Peak Rate	Non-Peak Trips	Total Daily Trips
FT Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Seasonal Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Event Staff	0	1	0	2	50%	0.0	50%	0.0	0.0
Tours and Tastings	10	2.6	3.8	2	57%	4.4	43%	3.3	7.7
Marketing Events	0	2.6	0	2	57%	0.0	43%	0.0	0.0
Residences (2)	n/a	n/a	10	2	10%	2.0	90%	18.0	20.0
Grape Deliveries	0	n/a	n/a	n/a	0%	0.0	100%	0.6	0.6
Winery Deliveries	n/a	n/a	n/a	n/a	0%	0.0	100%	0.3	0.3
Grand Total	14					9		25	33

Note:

The winery proposes two full time and two part time employees. It is assumed that one full time and one part time employee will live onsite and that their traffic generation is covered under the residence category.

Minimum Marketing Event (Proposed Conditions)

Category	People per Day	People per Vehicle	Vehicles per Day	Trips per Vehicle	Peak Rate	Peak Trips	Non-Peak Rate	Non-Peak Trips	Total Daily Trips
FT Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Seasonal Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Event Staff	2	1	2	2	50%	2.0	50%	2.0	4.0
Tours and Tastings	0	2.6	0.0	2	57%	0.0	43%	0.0	0.0
Marketing Events	10	2.6	3.8	2	0%	0.0	100%	7.7	7.7
Residences (2)	n/a	n/a	10	2	10%	2.0	90%	18.0	20.0
Grape Deliveries	n/a	n/a	n/a	n/a	0%	0.0	100%	0.6	0.6
General Deliveries	n/a	n/a	n/a	2	0%	0.0	100%	4.3	4.3
Grand Total	16					6		35	41

Notes:

The winery proposes two full time and two part time employees. It is assumed that one full time and one part time employee will live onsite and that their traffic generation is covered under the residence category.

Maximum Event Day (Proposed Conditions)

Category	People per Day	People per Vehicle	Vehicles per Day	Trips per Vehicle	Peak Rate	Peak Trips	Non-Peak Rate	Non-Peak Trips	Total Daily Trips
FT Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Seasonal Employees	2	1	1	2	50%	1.0	50%	1.0	2.0
Event Staff	2	1	2	2	50%	2.0	50%	2.0	4.0
Tours and Tastings	0	2.6	0.0	2	57%	0.0	43%	0.0	0.0
Marketing Events	25	2.6	9.6	2	0%	0.0	100%	19.2	19.2
Residences (2)	n/a	n/a	10	2	10%	2.0	90%	18.0	20.0
Grape Deliveries	0	n/a	n/a	n/a	0%	0.0	100%	0.6	0.6
General Deliveries	n/a	n/a	n/a	2	0%	0.0	100%	8.3	8.3
Grand Total	31					6		51	57

Note:

The winery proposes two full time and two part time employees. It is assumed that one full time and one part time employee will live onsite and that their traffic generation is covered under the residence category.

Traffic Trip Generation Assumptions

Number of People per Vehicle:		
Employees & Event Staff	1 person per vehicle	Napa County Winery Traffic Generation Characteristics
Tours and Tastings	2.6 persons per vehicle	Napa County Winery Traffic Generation Characteristics
Marketing Events	2.6 persons per vehicle	Napa County Winery Traffic Generation Characteristics
Trips per Vehicle & Peak vs Non-Peak:		
Employees & Event Staff	2 trips per vehicle, 50% peak	Napa County Winery Traffic Generation Characteristics
Tours and Tastings	2 trips per vehicle, 57% peak	Napa County Winery Traffic Generation Characteristics
Marketing Events	2 trips per vehicle, 0% peak	Per marking plan, all events will be during non-peak hours
Residence	10 trips per day, 10% peak	Institute of Traffic Engineers - Trip Generation, 8th Edition
Deliveries:		
Grape Offhaul Deliveries	40 acres of grapes, 4 tons per acre, 2 tons per truck load, 36 day harvest per Applicant's farming plan	
Grape Import Deliveries	165 gallons per ton, 160 tons grown onsite & balance imported per Applicant's business plan	
General Deliveries	2.27 trips per year per 1,000 gallons	Napa County Winery Traffic Generation Characteristics
Minimum Event Deliveries	2 deliveries, 2 trips per vehicle	Assumed per Applicant's busniness plan
Maximum Event Deliveries	4 deliveries, 2 trips per vehicle	Assumed per Applicant's busniness plan
Visitor Counts and Marketing Event Characteristics:		
Tours and Tastings	5 visitors per day average, not to exceed 10 on any one day or 30 per week	
Marketing Events	A maximum of 23 events per year with up to 25 guests per event	
	All marking events will be scheduled so that guests arrive and depart during non-peak hours	

Assume typical day during harvest and that Tours and Tastings and Marketing Events will not occur on the same day